(c) The outlay provided as per the budget in last three years for projects in Southern Railway was Rs. 1022.12 crore. The funds requirement indicated by any railway is only provisional and the funds allotted in the budget are based on the total budgetary support made available which is distributed according to State-wise formula as mentioned above.

(d) The proposals of New Lines from Tindivanam to Nagari & Tindivanam to Thiruvannamalai and Doubling of Chengalpattu-Villupuram section have been processed for necessary approvals.

**Import of wheels**

1286. SHRI C. PERUMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether his ministry is likely to import wheels this year;

(b) if so, the details thereof;

(c) whether the wheels cannot be produced indigenously;

(d) if so, the reasons for import; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Around 40,000 wheels of different type are being imported.

(c) and (d) The total annual requirement of wheels of Indian Railways is approximately 2,40,000 nos. The manufacturing capacity of the two indigenous sources *i.e.* Rail Wheel Factory, Bangalore and Steel Authority of India (Durgapur Steel Plant) put together is about 2,00,000 wheels. Wheels for high horse power locomotives and high speed coaches etc. for which requirements are small are also imported since economies of scale do not permit indigenous production. However, indigenous development of these wheels has been taken up and such production will be concurrent with the growth in volumes. The reasons for import of wheels are therefore shortage of capacity and requirement of special type of wheelsets.

(e) Does not arise.